REMARKS

Claims 1-6, 10, and 20-30 stand rejected under 35 U.S.C. 102(e) as being anticipated by U.S. Pat. No. 6,330,499 (hereinafter Chou). Claims 7-9, 11, 15-19, and 31-47 stand rejected under 35 U.S.C. 103(a) as being unpatentable over Chou. Reconsideration of the rejections (and allowance of all pending claims) is solicited in view of the following remarks.

Claims 12-14 were previously cancelled. Claims 32-36 are presently cancelled. Accordingly, claims 1-11 and 15-31, and 37-47 remain pending.

REJECTIONS UNDER 35 U.S.C. 102(e)

MPEP §2131 provides that a claim is anticipated only if each and every element as set forth in the claim is found, either expressly or inherently described in a single prior art reference. The identical invention must be shown in as complete detail as contained in the claim. The elements must be arranged as required by the claim.

Claim 1 is directed to a computerized method for managing a plurality of mobile assets using information indicative of actual usage of each asset. Claim 1 in part recites a set of rules comprising relationships for processing the collected data to determine a plurality of operational modes for each asset. Each of the operational modes is associated with a distinct level of wear in an asset. Claim 1 further recites processing the data relative to the set of rules to develop historical information regarding actual usage of each mobile asset. The information for the actual usage is arranged to list a plurality of operational modes accumulated for the asset over a selectable period of time.

Chou is directed to system and method for vehicle diagnostic and health monitoring. More particularly, Chou describes a system 1000 for <u>fault monitoring</u> and diagnostics, such as any fault reported by ECUs 103. See Chou at col. 3,

lines 2-4, and lines 16-19. The client computer device 101 handles diagnostic trouble codes (DTCs) by listening for <u>vehicle faults</u> through the fault monitor 420. See Chou at col. 3, lines 54-55. The diagnostic engine 201A first determines if a <u>fault</u> or a potential <u>fault</u> is present by checking if any trouble code is reported. See Chou at col. 6, lines 6-8.

It is respectfully noted that the claimed invention is not directed to the <u>fault</u> monitoring aspects described by Chou. Claim 1 recites a set of rules comprising relationships for processing the collected data to determine a plurality of operational modes for each asset. Each of the operational modes is associated with a distinct level of wear in an asset. For example, as further elaborated in paragraphs 35-39, and shown in Tables 1 and 2 of the publication document of the present invention, determining an operational mode (such as braking level, acceleration level, etc.), and associating a respective operational mode with a distinct level of wear of the asset is a very different concept than the <u>fault</u> monitoring aspects described by Chou. One skilled in the art would recognize that a fault, as described by Chou, has nothing to do with the operational modes set forth in the claimed invention. For instance, one skilled in the art would not analogize an operational mode, such as hard or soft braking, etc., to a fault. Although Chou may describe a data repository 203, such element is merely used for storing fault data and has virtually nothing to do either with historical information regarding actual usage of each mobile asset, or with arranging such information to list a plurality of operational modes accumulated for the asset over a selectable period of time. Accordingly, it is not believed that there is any description or suggestion in Chou that meets each of the structural and/or operational relationships set forth in applicant's claim 1. Anticipation under 35 U.S.C. §102 requires that "The identical invention must be shown in as complete detail as contained in the ...claim." (Citations omitted) Accordingly, it is submitted that Chou fails to anticipate or otherwise render unpatentable claim 1.

Claims 2-6 and 10 depend from claim 1 and thus incorporate the structural and/or operational relationships set forth in claim 1 plus their own recitations. It is respectfully submitted that Chou also fails to anticipate such claims under the §102 statutory requirements and these rejections should be similarly withdrawn.

Claim 20 is directed to a computerized method for managing a plurality of mobile assets using information indicative of actual usage of each asset. Claim 20 in part recites providing a set of rules comprising relationships for processing the collected data to determine a plurality of operational modes for each asset. Each of the operational modes is associated with a distinct level of wear in an asset. Claim 20 further recites processing the data relative to the set of rules to develop historical information regarding actual usage of each mobile asset. The information regarding the actual usage of the asset is arranged to list a plurality of operational modes accumulated for the asset over a period of time.

Chou is directed to system and method for vehicle diagnostic and health monitoring. More particularly, Chou describes a system 1000 for fault monitoring and diagnostics, such as any fault reported by ECUs 103. See Chou at col. 3, lines 2-4, and lines 16-19. The client computer device 101 handles diagnostic trouble codes (DTCs) by listening for vehicle faults through the fault monitor 420. See Chou at col. 3, lines 54-55. The diagnostic engine 201A first determines if a fault or a potential fault is present by checking if any trouble code is reported. See Chou at col. 6, lines 6-8.

It is respectfully noted that the claimed invention is not directed to the fault monitoring aspects described by Chou. Claim 20 recites a set of rules comprising relationships for processing the collected data to determine a plurality of operational modes for each asset. Each of the operational modes is associated with a distinct level of wear in an asset. For example, as further elaborated in paragraphs 35-39, and shown in Tables 1 and 2 of the publication document of the present invention, determining an operational mode (such as braking level, acceleration level, etc.), and associating a respective operational mode with a

distinct level of wear of the asset is a very different concept than the fault monitoring aspects described by Chou. Although Chou may describe a data repository 203, such element is merely used for storing fault data and has virtually nothing to do either with historical information regarding actual usage of each mobile asset, or with arranging the information to list a plurality of operational modes accumulated for the asset over a period of time. Accordingly, it is not believed that there is any description or suggestion in Chou that meets each of the structural and/or operational relationships set forth in applicant's claim 20. Anticipation under 35 U.S.C. §102 requires that "The identical invention must be shown in as complete detail as contained in the ...claim." (Citations omitted) Accordingly, it is submitted that Chou fails to anticipate or otherwise render unpatentable claim 20.

Claim 21 is directed to a computerized method for managing a plurality of mobile assets using information indicative of actual usage of each asset. Claim 21 in part recites providing a set of rules comprising relationships for processing the collected data to determine a plurality of operational modes for each asset. Each of the operational modes is associated with a distinct level of wear in an asset. Claim 21 further recites processing the data relative to the set of rules to develop historical information regarding actual usage of each said mobile asset. The historical information is classified based on a plurality of operational modes accumulated for the asset over a selectable period of time. The historical information is used to generate recommended operational settings for each asset so as to increase the performance and operating life of the mobile asset system.

Chou is directed to system and method for vehicle diagnostic and health monitoring. More particularly, Chou describes a system 1000 for fault monitoring and diagnostics, such as any fault reported by ECUs 103. See Chou at col. 3, lines 2-4, and lines 16-19. The client computer device 101 handles diagnostic trouble codes (DTCs) by listening for vehicle faults through the fault monitor 420. See Chou at col. 3, lines 54-55. The diagnostic engine 201A first determines if a

fault or a potential fault is present by checking if any trouble code is reported. See Chou at col. 6, lines 6-8.

It is respectfully noted that the claimed invention is not directed to the fault monitoring aspects described by Chou. Claim 21 recites a set of rules comprising relationships for processing the collected data to determine a plurality of operational modes for each asset. Each of the operational modes is associated with a distinct level of wear in an asset. For example, as further elaborated in paragraphs 35-39, and shown in Tables 1 and 2 of the publication document of the present invention, determining an operational mode (such as braking level, acceleration level, etc.), and associating a respective operational mode with a distinct level of wear of the asset is a very different concept than the fault monitoring aspects described by Chou. Although Chou may describe a data repository 203, such element is merely used for storing fault data and has virtually nothing to do either with historical information regarding actual usage of each mobile asset, or with using the historical information to generate recommended operational settings for each asset to increase the performance and operating life of the mobile asset system. Accordingly, it is not believed that there is any description or suggestion in Chou that meets each of the structural and/or operational relationships set forth in applicant's claim 21. Anticipation under 35 U.S.C. §102 requires that "The identical invention must be shown in as complete detail as contained in the ...claim." (Citations omitted) Accordingly, it is submitted that Chou fails to anticipate or otherwise render unpatentable claim 21.

Claim 22 is directed to a system for managing a fleet of mobile assets using information indicative of actual usage of each asset. Claim 22 in part recites a memory device for storing a set of rules comprising relationships for processing the collected data to determine a plurality of operational modes for each asset. Each of the operational modes is associated with a distinct level of wear in an asset. Claim 22 further recites a processor configured to process the collected data relative to the set of rules to develop historical information

regarding actual usage of each mobile asset. The information for the actual usage is arranged to list a plurality of operational modes accumulated for the asset over a selectable period of time.

Chou is directed to system and method for vehicle diagnostic and health monitoring. More particularly, Chou describes a system 1000 for fault monitoring and diagnostics, such as any fault reported by ECUs 103. See Chou at col. 3, lines 2-4, and lines 16-19. The client computer device 101 handles diagnostic trouble codes (DTCs) by listening for vehicle faults through the fault monitor 420. See Chou at col. 3, lines 54-55. The diagnostic engine 201A first determines if a fault or a potential fault is present by checking if any trouble code is reported. See Chou at col. 6, lines 6-8.

It is respectfully noted that the claimed invention is not directed to the fault monitoring aspects described by Chou. Claim 22 recites a memory device for storing a set of rules comprising relationships for processing the collected data to determine a plurality of operational modes for each asset. Each of the operational modes is associated with a distinct level of wear in an asset. For example, as further elaborated in paragraphs 35-39, and shown in Tables 1 and 2 of the publication document of the present invention, a processor configured to determine an operational mode (such as braking level, acceleration level, etc.), and associating a respective operational mode with a distinct level of wear of the asset is a very different concept than the fault monitoring aspects described by Chou. Although Chou may describe a data repository 203, such element is merely used for storing fault data and has virtually nothing to do either with historical information regarding actual usage of each mobile asset, or with arranging such information to list a plurality of operational modes accumulated for the asset over a selectable period of time. Accordingly, it is not believed that there is any description or suggestion in Chou that meets each of the structural and/or operational relationships set forth in applicant's claim 22. Anticipation under 35 U.S.C. §102 requires that "The identical invention must be shown in as

complete detail as contained in the ...claim." (Citations omitted) Accordingly, it is submitted that Chou fails to anticipate or otherwise render unpatentable claim 22.

Claim 23 is directed to a system for managing vehicles using information indicative of actual usage of each asset. Claim 23 in part recites a memory device carried on the vehicle for storing a set of rules comprising relationships for processing the generated data to determine a plurality of operational modes for each asset. Each of the operational modes is associated with a distinct level of wear in an asset. Claim 23 further recites a processor carried on the vehicle for processing said generated data relative to the set of rules to develop information indicative of the operation of the vehicle for its useful life.

Chou is directed to system and method for vehicle diagnostic and health monitoring. More particularly, Chou describes a system 1000 for <u>fault monitoring</u> and diagnostics, such as any fault reported by ECUs 103. See Chou at col. 3, lines 2-4, and lines 16-19.   The client computer device 101 handles diagnostic trouble codes (DTCs) by listening for <u>vehicle faults</u> through the fault monitor 420. See Chou at col. 3, lines 54-55. The diagnostic engine 201A first determines if a <u>fault</u> or a potential fault is present by checking if any trouble code is reported. See Chou at col. 6, lines 6-8.

It is respectfully noted that the claimed invention is not directed to the fault monitoring aspects described by Chou. Claim 23 recites a memory device for storing a set of rules comprising relationships for processing the collected data to determine a plurality of operational modes for each asset. Each of the operational modes is associated with a distinct level of wear in an asset. For example, as further elaborated in paragraphs 35-39, and shown in Tables 1 and 2 of the publication document of the present invention, a processor configured to determine an operational mode (such as braking level, acceleration level, etc.), and associating a respective operational mode with a distinct level of wear of the asset is a very different concept than the fault monitoring aspects described by Chou. Although Chou may describe a data repository 203, such element is

merely used for storing fault data and has virtually nothing to do either with determining a plurality of operational modes associated with a distinct level of wear in an asset, or with developing information indicative of the operation of the vehicle for its useful life. Accordingly, it is not believed that there is any description or suggestion in Chou that meets each of the structural and/or operational relationships set forth in applicant's claim 23. Anticipation under 35 U.S.C. §102 requires that "The identical invention must be shown in as complete detail as contained in the ...claim." (Citations omitted) Accordingly, it is submitted that Chou fails to anticipate or otherwise render unpatentable claim 23.

Claim 24 is directed to a system for managing vehicles using information indicative of actual usage of each asset, the system comprising. Claim 24 in part recites a memory device at the data center for storing a set of rules comprising relationships for processing data received at the data center to determine a plurality of operational modes for each asset. Each of the operational modes is associated with a distinct level of wear in an asset. Claim 24 further recites a processor at the data center for processing the received data relative to the set of rules to develop information indicative of the operation of the vehicle over the useful life of the vehicle.

Chou is directed to system and method for vehicle diagnostic and health monitoring. More particularly, Chou describes a system 1000 for fault monitoring and diagnostics, such as any fault reported by ECUs 103. See Chou at col. 3, lines 2-4, and lines 16-19. The client computer device 101 handles diagnostic trouble codes (DTCs) by listening for vehicle faults through the fault monitor 420. See Chou at col. 3, lines 54-55. The diagnostic engine 201A first determines if a fault or a potential fault is present by checking if any trouble code is reported. See Chou at col. 6, lines 6-8.

It is respectfully noted that the claimed invention is not directed to the fault monitoring aspects described by Chou. Claim 24 recites a memory device for storing a set of rules comprising relationships for processing the collected data to

determine a plurality of operational modes for each asset. Each of the operational modes is associated with a distinct level of wear in an asset. For example, as further elaborated in paragraphs 35-39, and shown in Tables 1 and 2 of the publication document of the present invention, a processor configured to determine an operational mode (such as braking level, acceleration level, etc.), and associating a respective operational mode with a distinct level of wear of the asset is a very different concept than the fault monitoring aspects described by Chou. Although Chou may describe a data repository 203, such element is merely used for storing fault data and has virtually nothing to do either with determining a plurality of operational modes associated with a distinct level of wear in an asset, or with developing information indicative of the operation of the vehicle for its useful life. Accordingly, it is not believed that there is any description or suggestion in Chou that meets each of the structural and/or operational relationships set forth in applicant's claim 24. Anticipation under 35 U.S.C. §102 requires that "The identical invention must be shown in as complete detail as contained in the ...claim." (Citations omitted)   Accordingly, it is submitted that Chou fails to anticipate or otherwise render unpatentable claim 24.

Claim 25 is directed to a system for managing a vehicle within a fleet of vehicles using information indicative of actual usage of each asset. Claim 25 in part recites a first processor configured to process the operational data relative to a set of rules comprising relationships for processing the operational data to determine a plurality of operational modes for the vehicle. Each of the operational modes is associated with a distinct level of wear in a vehicle to develop individual historical information regarding actual usage of each vehicle. The information for the actual usage is arranged to list the plurality of operational modes of the vehicle. Claim 25 further recites a second processor accessing a data base of fleet historical information data relating to the operation of other vehicles in the fleet corresponding to the vehicle and evaluating the individual historical

information for the vehicle in light of said fleet historical information from the other vehicles in the fleet.

Chou is directed to system and method for vehicle diagnostic and health monitoring. More particularly, Chou describes a system 1000 for <u>fault monitoring</u> and diagnostics, such as any fault reported by ECUs 103. See Chou at col. 3, lines 2-4, and lines 16-19. The client computer device 101 handles diagnostic trouble codes (DTCs) by listening for <u>vehicle faults</u> through the fault monitor 420. See Chou at col. 3, lines 54-55. The diagnostic engine 201A first determines if a <u>fault</u> or a potential fault is present by checking if any trouble code is reported. See Chou at col. 6, lines 6-8.

It is respectfully noted that the claimed invention is not directed to the fault monitoring aspects described by Chou. Claim 25 recites a first processor configured to process the operational data relative to a set of rules comprising relationships for processing the operational data to determine a plurality of operational modes for the vehicle. Each of the operational modes is associated with a distinct level of wear in a vehicle to develop individual historical information regarding actual usage of each vehicle. For example, as further elaborated in paragraphs 35-39, and shown in Tables 1 and 2 of the publication document of the present invention, a processor configured to determine an operational mode (such as braking level, acceleration level, etc.), and associating a respective operational mode with a distinct level of wear of the asset is a very different concept than the fault monitoring aspects described by Chou. Although Chou may describe a data repository 203, such element is merely used for storing fault data and has virtually nothing to do either with determining a plurality of operational modes associated with a distinct level of wear in an asset, or with developing individual historical information regarding actual usage of each vehicle. Accordingly, it is not believed that there is any description or suggestion in Chou that meets each of the structural and/or operational relationships set forth in applicant's claim 25. Anticipation under 35 U.S.C. §102 requires that

"The identical invention must be shown in as complete detail as contained in the ...claim." (Citations omitted) Accordingly, it is submitted that Chou fails to anticipate or otherwise render unpatentable claim 25.

Claim 26 is directed to a computerized method for managing a plurality of mobile assets. Claim 26 in part recites processing the data to develop historical information regarding actual usage of each mobile asset. The actual usage is arranged in a plurality of operational modes of the asset. Each of the operational modes is indicative of a respective state of health of said asset. Claim 26 further recites establishing a cost/benefit evaluation of the mobile asset for a proposed future plan of use in light of the state of health of the mobile asset.

Chou is directed to system and method for vehicle diagnostic and health monitoring. More particularly, Chou describes a system 1000 for fault monitoring and diagnostics, such as any fault reported by ECUs 103. See Chou at col. 3, lines 2-4, and lines 16-19.   The client computer device 101 handles diagnostic trouble codes (DTCs) by listening for vehicle faults through the fault monitor 420. See Chou at col. 3, lines 54-55. The diagnostic engine 201A first determines if a fault or a potential fault is present by checking if any trouble code is reported. See Chou at col. 6, lines 6-8.

It is respectfully noted that the claimed invention is not directed to the fault monitoring aspects described by Chou. Claim 26 recites processing the data to develop historical information regarding actual usage of each mobile asset. The actual usage is arranged in a plurality of operational modes of the asset. Each of the operational modes is indicative of a respective state of health of the asset. For example, as further elaborated in paragraphs 35-39, and shown in Tables 1 and 2 of the publication document of the present invention, determining an operational mode (such as braking level, acceleration level, etc.), indicative of a state of health of the asset is a very different concept than the fault monitoring aspects described by Chou. Although Chou may describe a data repository 203, such element is merely used for storing fault data and has virtually nothing to do

either with arranging actual usage of the asset in a plurality of operational modes indicative of a state of health of the asset, or with establishing a cost/benefit evaluation of the mobile asset for a proposed future plan of use in light of the state of health of the mobile asset. Accordingly, it is not believed that there is any description or suggestion in Chou that meets each of the structural and/or operational relationships set forth in applicant's claim 1. Anticipation under 35 U.S.C. §102 requires that "The identical invention must be shown in as complete detail as contained in the ...claim." (Citations omitted) Accordingly, it is submitted that Chou fails to anticipate or otherwise render unpatentable claim 26.

Claims 27-29 depend from claim 26 and thus incorporate the structural and/or operational relationships set forth in claim 26 plus their own recitations. It is respectfully submitted that Chou also fails to anticipate such claims under the §102 statutory requirements and these rejections should be withdrawn.

Claim 30 is directed to a computerized method for managing a plurality of mobile assets. Claim 30 in part recites processing the data to develop historical information regarding actual usage of each mobile asset. The actual usage is arranged in a plurality of operational modes of the asset. Claim 30 further recites determining the remaining warranty coverage of each respective mobile asset based on the actual usage of the asset.

Chou is directed to system and method for vehicle diagnostic and health monitoring. More particularly, Chou describes a system 1000 for fault monitoring and diagnostics, such as any fault reported by ECUs 103. See Chou at col. 3, lines 2-4, and lines 16-19. The client computer device 101 handles diagnostic trouble codes (DTCs) by listening for vehicle faults through the fault monitor 420. See Chou at col. 3, lines 54-55. The diagnostic engine 201A first determines if a fault or a potential fault is present by checking if any trouble code is reported. See Chou at col. 6, lines 6-8.

It is respectfully noted that the claimed invention is not directed to the fault monitoring aspects described by Chou. Claim 30 processing the collected data

-24-

the data to develop historical information regarding actual usage of each mobile asset. The actual usage is arranged in a plurality of operational modes of the asset. For example, as further elaborated in paragraphs 35-39, and shown in Tables 1 and 2 of the publication document of the present invention, determining an operational mode (such as braking level, acceleration level, etc.), is a very different concept than the fault monitoring aspects described by Chou. Although Chou may describe a data repository 203, such element is merely used for storing fault data and has virtually nothing to do either with arranging actual usage of the asset in a plurality of operational modes of the asset, or with determining the remaining warranty coverage of each respective mobile asset based on the actual usage of the asset. Accordingly, it is not believed that there is any description or suggestion in Chou that meets each of the structural and/or operational relationships set forth in applicant's claim 30. Anticipation under 35 U.S.C. §102 requires that "The identical invention must be shown in as complete detail as contained in the ...claim." (Citations omitted) Accordingly, it is submitted that Chou fails to anticipate or otherwise render unpatentable claim 30.

In view of the foregoing considerations, applicant requests that the rejection of claims 1-6, 10, and 20-30 in view of Chou under 35 U.S.C. 102(e) should be withdrawn.

REJECTIONS UNDER 35 U.S.C. 103(a)

M.P.E.P. 2143.04 provides that to establish *prima facie* obviousness of a claimed invention, all the claims limitations must be taught   or suggested by the prior art. All words in a claim must be considered for judging the patentability of the claim against the prior art. If an independent claim is nonobvious under 35 U.S.C. 103, then any claim depending therefrom is nonobvious.

Claims 7-9, 11, and 37 respectively depend from claim 1 and thus incorporate the structural and/or operational relationships set forth in claim 1 plus their own recitations.   In view of the fundamental shortcomings of Chou for

teaching or suggesting each of the structural and/or operational relationships set forth in claim 1, it is respectfully submitted that Chou also fails to render claims 7-9, 11, and 37 unpatentable under the §103 statutory requirements and these rejections should be withdrawn.

Claim 15 is directed to a computerized method for managing a plurality of mobile assets. Claim 15 in part recites processing collected data (regarding each of a plurality of mobile assets) to develop historical information regarding actual usage of each mobile asset. Claim 15 further recites   posting to an operator of a respective mobile asset, based on the collected data, reminder information to ensure compliance of any applicable regulatory requirements.

Chou is directed to system and method for vehicle diagnostic and health monitoring. More particularly, Chou describes a system 1000 for <u>fault monitoring</u> and diagnostics, such as any fault reported by ECUs 103. See Chou at col. 3, lines 2-4, and lines 16-19.   The client computer device 101 handles diagnostic trouble codes (DTCs) by listening for <u>vehicle faults</u> through the fault monitor 420. See Chou at col. 3, lines 54-55. The diagnostic engine 201A first determines if a <u>fault</u> or a potential <u>fault</u> is present by checking if any trouble code is reported. See Chou at col. 6, lines 6-8.

It is respectfully noted that the claimed invention is not directed to the <u>fault</u> monitoring aspects described by Chou. Claim 15 recites processing collected data (regarding each of a plurality of mobile assets) to develop historical information regarding actual usage of each mobile asset. Historical information regarding actual usage of each mobile asset has nothing to do with the fault data of Chou. One skilled in the art would recognize that a fault, as described by Chou, has nothing to do with the actual usage information set forth in the claimed invention, much less with posting to the operator, based on said collected data, reminder information to ensure compliance of any applicable regulatory requirements. Accordingly, it is not believed that there is any description or suggestion in Chou that meets each of the structural and/or operational

relationships set forth in applicant's claim 15. Accordingly, it is submitted that Chou fails to render unpatentable claim 15.

Claim 38 depends from claim 15 and thus incorporates the structural and/or operational relationships set forth in claim 15 plus its own recitations. It is respectfully submitted that Chou also fails to render obvious such claim under the §103 statutory requirements and this rejection should be withdrawn.

Claim 16 is directed to a computerized method for managing a plurality of mobile assets. Claim 16 in part recites collecting operator data regarding the operating of each one of a plurality of mobile assets by a respective operator. Claim 16 further recites processing the data to develop historical information regarding the operation of the mobile asset by the respective operator, and posting to the operator, based on said collected data, reminder information to ensure compliance of any applicable regulatory requirements.

Chou is directed to system and method for vehicle diagnostic and health monitoring. More particularly, Chou describes a system 1000 for <u>fault monitoring</u> and diagnostics, such as any fault reported by ECUs 103. See Chou at col. 3, lines 2-4, and lines 16-19. The client computer device 101 handles diagnostic trouble codes (DTCs) by listening for <u>vehicle faults</u> through the fault monitor 420. See Chou at col. 3, lines 54-55. The diagnostic engine 201A first determines if a <u>fault</u> or a potential <u>fault</u> is present by checking if any trouble code is reported. See Chou at col. 6, lines 6-8.

It is respectfully noted that the claimed invention is not directed to the <u>fault</u> monitoring aspects described by Chou. Claim 16 recites collecting operator data regarding the operating of each one of a plurality of mobile assets by a respective operator. Operator data has nothing to do with the fault data of Chou. One skilled in the art would recognize that a fault, as described by Chou, has nothing to do with the operator data set forth in the claimed invention, much less with posting to the operator, based on said collected data, reminder information to ensure compliance of any applicable regulatory requirements. Accordingly, it is

not believed that there is any description or suggestion in Chou that meets each of the structural and/or operational relationships set forth in applicant's claim 16. Accordingly, it is submitted that Chou fails to render unpatentable claim 16.

Claims 17-19 and 39 depend from claim 16 and thus incorporate the structural and/or operational relationships set forth in claim 16 plus their own recitations. It is respectfully submitted that Chou also fails to render obvious such claims under the §103 statutory requirements and these rejections should be withdrawn.

Dependent claims 40-47 respectively depend from independent claims 20-26 and 30 and thus incorporate the structural and/or operational relationships set forth in such independent claims plus their own recitations. In view of the fundamental shortcomings of Chou for teaching or suggesting each of the structural and/or operational relationships set forth in such independent claims, it is respectfully submitted that Chou also fails to render claims 40-47 unpatentable under the §103 statutory requirements and these rejections should be withdrawn.

It is respectfully submitted that each of the claims pending in this application recites patentable subject matter and it is further submitted that such claims comply with all statutory requirements and thus each of such claims should be allowed.

The applicant appreciates the Examiner's efforts and cordially invites the Examiner to call the undersigned attorney if there are any outstanding items that may be resolved via telephone conference.

Dated this __*5*__th day of January, 2007

Respectfully submitted,
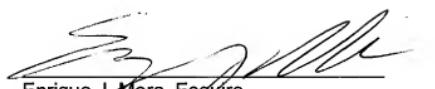
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